	- Jagger	Approved For Release 2003/01/28 <u>SCIA-RDP</u> 75B00285R000100230011-4	25X1
		1 DEA-0267-67 Copy 5 of 9 4 April 67	20/(1
		MEMORANDUM FOR: Deputy for Operations, Office of Special Activities	
		SUBJECT: Survival Items for the IDEALIST Program	
	ij.	REFERENCE: (1) Memo for D/R&D/OSA from D/O/OSA (OSA-1193-67), dated 17 March 1967	
	. ((2) Memo for D/O/OSA from ASD/R&D/OSA (IDEA-0262-67), dated 24 March 1967	
			5X1A 5X1A
25X1		a. Several configurations of were inspected and, as pointed out by INTEL/O/OSA, a suitable for both categories of U-2C pilots is well within the state of the 2start. In order to determine the exact requirements for both groups of pilots	5X1A
25X1A		es will attempt to abtain initial managements	5X1A 5X1A 5X1A
25X1A		ments are known. can then sunnly me with the	2 5 34
25X1A			5X1A
25X1A		b. Inflatable Rucksack with Carrying Straps: This item will also be inspected by personnel during the 2 visit. If the existing inflatable rucksack is compatable with the U-2 seat kit it can be immediately procured.	5X1A
:			25X1

GROUP 1
Excluded from automatic downgrading and declassification

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	c. Modified Kit Lanyard for Automatic or Manual
0.73///	Life Raft Inflation: This simple modification, developed
25X1A	at can be incorporated easily if desired. However, there should be further discussion on the advisability of
	there should be further discussion on the advisability of this modification. The continuing effort in the field of
	life support/excape systems is to simplify operation and
	reduce the number of steps a pilot must perform for successful
	ejection and parachute landing. While the hazard of having
	an inflated raft during descent into forests is recognized
	along with the desirability of having an uninflated raft
	for carrying in the case of rapid evasion, there is also
	the hazard of entering the water with an uninflated raft
	due to lack of time for pulling a manual lanyard. A major
	conflict of potential hazards would exist in the case of a carrier launched operational mission over heavily forested
	land. As an alternative solution to the problem it seems
	appropriate to develop a water sensing automatic life raft
	inflation system that would eliminate the pilot option in
	all cases. Water activated inflators that are safe and
	reliable are now well within the state of the art. The
	David Clark Co. is developing, at the direction of D/R&D,
	an improved life raft that will be incorporated into the
25X1	as soon as it is qualified.
	Action is now being taken to have David Clark study the inclusion of an automatic inflator on this improved life
	raft.
	1410.
	2. Further progress on these items will be reported on as
	action is taken and development progresses.
	<u> </u>
	25X1A
	ASD/R&D/OSA
25X1A	ASD/OSA/ (4 Apr 67)
	Distribution:
	1 - D/O/OSA
	2 - D/R&D/OSA
	'3 - D/SA
	A - D/M/OSA

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5 - INTEL/O/OSA 6 - Compt/OSA

8 - ASD/R&D/OSA

9 - RB/OSA

7 - ASD/R&D/OSA (Chrono)

25X1